

2021 END OF SEASON REPORT



LONE PEAK INTERAGENCY HOTSHOT CREW



State of Utah

Department of Natural Resources

Division of Forestry, Fire & State Lands





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2021 Season Summary

The 2021 fire season started on April 19th with an 80 hour “critical training” period. Compared to last years deviations due to COVID-19, the crew was able to start two weeks earlier, complete a full critical training period, and was available and out on assignment by May 1st.

Prior to the start of the season, the crew changed its organization into the 1-2-2-2 format: One Superintendent, two Captains, two Squad Leaders, and two Lead Crewmembers. With this change, Matt Jarvis accepted a detailed position as a Captain and Cole St. Martin accepted a detailed position as a Lead Crewmember. All other overhead position and staff were retained. The crew started and maintained IHC (Interagency Hotshot Crew) status for the duration of the summer for the first time since 2017.

The crew was on call and available for eight hours before it received its first resource order to the Superior National Forest in Minnesota. From there, the season did not slow down. The crew visited six states, for 25 assignments, with 111 days on assignment, 15 full days of travel, and 1,309.5 hours of overtime. example

The complete capability of the crew was utilized this year. We demonstrated our resilience to adversity, showcased a variety of skillsets, illustrated flexibility, and gained the trust of fire managers to complete any task assigned. The assignments we picked up this year were more complex in nature for a variety of reasons. On several occasions the crew encountered spotty edges that needed direct line construction, wilderness fires requiring MIST tactics, and long duration spike outs where all logistics were supported via helicopters.



Pre-Season Assignments

After the seasonal crewmembers are laid off for the winter, the permanent employees begin the necessary preparations for the upcoming fire season. These preparations include cleaning, repairing and replacing gear, ordering new gear and equipment, repairing vehicles, hiring new crewmembers for the upcoming season, and various duties associated with administrating and managing a Hotshot Crew. When possible LPIHC attempts to assist our local interagency partners in pile or broadcast burns.

Permanent and seasonal employees alike, often fill a variety of fire roles throughout the offseason. At the start of 2021, Jasper Amir began his second season with The Nature Conservancy (TNC) North Carolina as a crewmember and Kelly Norris began his first with TNC South Carolina. Three overhead members volunteered with TNC South Carolina for 10 days in March and assisted in four prescribed fires around the state. This trip was an effort to strengthen a partnership with fire managers in South Carolina, hopefully paving the way for a prescribed fire program in which permanent staff at LPIHC travel to South Carolina to assist the TNC with burning.

Project Work

The 2021 season saw very little project work as the crew was on assignment for the majority of the summer. In all, Lone Peak only had four days of project work. In this short period of time, the crew worked in the Indian Peaks area of southwestern Utah in the proposed Indian Peaks prescribe fire area. The crew cut line to help bolster holding features for the future burn that is being planned by the Superintendent Christian Berninger for his RXB2 task book.

Personnel

From day one of the 2020 season, to day one of the 2021 season, Lone Peak lost nine crewmembers through various forms of attrition at various times. With that, the crew hired six seasonal crewmembers at the beginning of the season to fill vacancies (two of them being detailers who were officially retained from the previous year's detailer program). The crew started the season with 21 strong. One individual left to pursue a career in structure fire within the first month, leaving the crew at 20 until August. In August, Dromedary Peak T2IA sent over three detailers bringing the crew up to 23, its maximum capacity, for the duration of the season.

The 2021 season brought several training opportunities to individuals formally through task books, and informally through on-the-job-training. In all, one ICT4, one ICT5, one CRWB, one FIRB, one HEQB and four FFT1 position task books were completed, with three sawyers earning their FAL2 certification. With the level of competency among the crew, many individuals were able to fulfill positions and training assignments such as, lookout, weather recorder, human repeater, direct bucket ships, communicate with adjacent resources, and so forth.



Safety (Personnel and Vehicles)

Lone Peak experienced the typical bumps, bruises, and cuts that are associated with an inherently dangerous job. No major injuries or even moderate injuries were incurred. However, in Southern California, two individuals did experience widespread, unpleasant reactions to poison oak with the majority of the crew suffering from smaller reactions.

As far as vehicles went, aside from typical wear and tear of an ageing fleet, no vehicles lost time due to failing parts or other maintenance issues. One non-crew carrier vehicle was involved in a minor accident that resulted in significant damage to the front end. The vehicle was out for three weeks and the occupants involved in the accident received no injuries. The crew amassed 83,570 miles among five vehicles for an average of 16,714 miles per vehicle.

The crew experienced zero chap striking incidents this year, however, we did experience one boots strike resulting in no injury. On one incident, an experienced swamper was clearing brush in a safe position and controlled manner when a piece of brush that had been connected to the saw (unknowingly by the swamper), was pulled. In that process, the swamper had pulled the saw in a position that struck his wrist very lightly. Thankfully the chainsaw was revving down and on its last couple rotations around the bar. The final injury was very light lacerations treated simply with band aides.

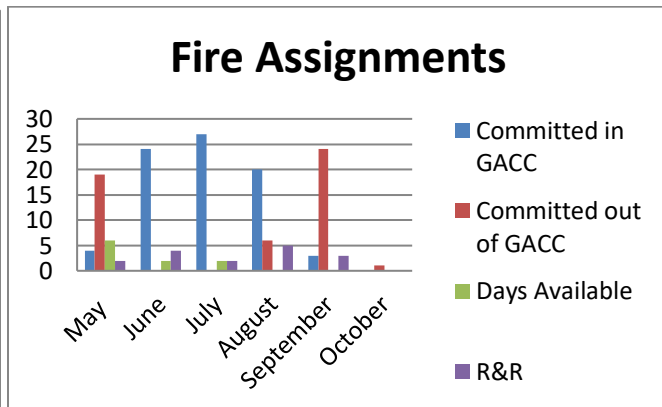
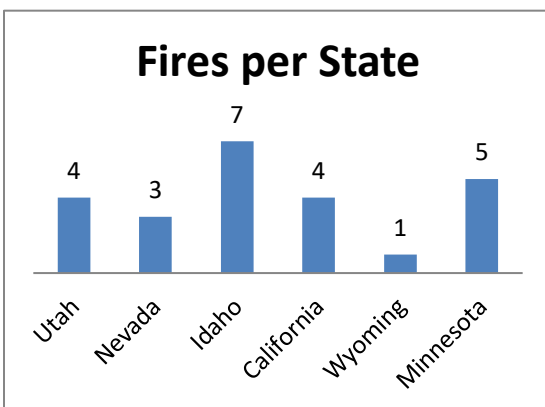
Critical Training Overview

Training	Hours	Date	Training	Hours	Date
Intro/Expectations	1	04/19/2021	Chipper Orientation	2	04/22/2021
Welcome/Orientation	1	04/19/2021	Medical Training	1	04/22/2021
Vehicle Orientation	0.5	04/19/2021	Field Exercise	24	04/26-27/2021
Tool Order	0.5	04/19/2021	Refurb Standards	4	04/28/2021
Annual Training	2	04/19/2021	Lessons Learned/ Case Study	2	04/28/2021
SOP's/SIHCO	3	04/19/2021	Hazmat	0.5	04/28/2021
1st Aid/CPR	5	04/20/2021	Water Handling	1	04/28/2021
Pack Test	1	04/20/2021	Leadership Book	0.5	04/28/2021
RT-130	5	04/21/2021	Modular Breakouts	4	Daily
RT-212	2	04/21/2021	Briefings/Debriefs	5	Daily
Physical Fitness Test	2	04/22/2021	Job Hazards/Safety	2	Daily
Safecom/Safenet/Blood Borne Pathogens	1	04/22/2021	Physical Training	11	Daily
Project Brief/Traffic Safety	1	04/22/2021	Base Review	4	04/29/2021
Total Training Hours					80



Incident History

Management Level	Risk Type	Incident Name	Incident Number	Number of Shifts
PREPO		2021 SUF IA Support	MN-SUF-000003	8
Moderate	RX	Kangas 5 Rx	MN-SUF-000093	1
Moderate	RX	Kangas 3,4 Rx	MN-SUF-000093	1
Moderate	RX	Northern Blue Rx	MN-SUF-000051	1
Moderate	RX	Serpent Rx	MN-SUF-000156	1
IV	WF	Osborn Road	MN-SUF-000173	4
III	WF	Goat Springs	UT-SCS-210128	3
III	WF	Wilson Creek	NV-ELD-040026	5
PREPO		2021 ECC GACC Support	NV-ECC-040030	1
III	WF	East Canyon	UT-NWS-00236	3
III	WF	Broad Canyon	UT-SLD-000260	2
III	WF	Morgan Canyon	UT-UWF-000303	8
III	WF	East Fork	NV-HTF-030385	6
PREPO		2021 NV-EIC Support	NV-EIC-010026	1
II	WF	Mud Lick	ID-SCF-021130	10
III	WF	Haynes	ID-SCF-021154	5
I	WF	Mud Lick	ID-SCF-021154	2
III	WF	Deer	ID-BOF000762	5
IV	WF	Hog Back	ID-PAF-000586	2
IV	WF	Lost Fork	ID-PAF-000622	4
III	WF	Smith	ID-BOF-000895	12
II	WF	South	CA-BDU-012298	4
II	WF	Chaparral	CA-RRU-118107	4
III	WF	Walkers	CA-SQF-002758	13
IV	WF	Pass Creek	WY-BTF-002136	3
I	WF	McCash	CA-SRF-000651	12



2021 Seasonal Data Summary

#	QUESTIONS	RESPONSE
Availability		
1	Total days crew was assembled?	169
1a	Start Date	4/19/2021
1b	End Date	10/07/2021
2	Total number of days assigned to incident? (includes travel)	126
2a	How many days in official travel status?	15
2b	How many 14 day tours were completed during total number of days assigned?	7
2c	How many assignments extensions?	1
2d	Number of days on project while assigned to incident?	0
2e	Number of days on project work while not assigned?	4
3	Total number of days off?	17
3a	Days off, in pay status?	12
3b	Days off, in non-pay status?	5
5	Number of days as Type 2IA	0
Training		
6	Number of days in training?	8
8	Number of instructor hours dedicated to non-crew training courses?	97
9	Number of task books initiated?	3
10	Number of task books completed?	8
Transportation		
11	Total miles driven? (Total of all vehicles)	83,570
12	How many vehicles did the crew have?	5
13	Number of vehicle accidents? (vehicle down for repair due to accident).	1
14	Number of days vehicle down for failure or repairs? (non-accident, total all vehicles)	21
15	How many times did the crew fly? (count each leg as a flight)	0
Personnel		
16	Total Number of funded personnel on crew?	23
17	On average, how many personnel did you have on incident?	21
18	Total number of career appointments? (excluding apprentices)	6
20	Number of career position that were vacant?	1
Accidents and Injuries		
22	Number of non-injury incidents? (bee stings, poison oak, etc.)	2
23	Number of injury accidents?	1
23a	No time lost	1
23b	Time lost	0
Projects		
24	Total fuels treatment acres? (while assigned and unassigned)	114
24a	Mechanical (includes Rx prep work)	114
24b	Burned	0
Incident Support		
25	Number of shifts crew leadership fulfilled incident leadership position?	37
25a	Number of shifts crew personnel filled other ICS position while assigned?	10
25b	ICS Position(s) filled? (ex: ICT5, HEQB, etc.)	ICT4, ICT5, TFLD, FIRB, HEQB, HECM



Crew Roster

